TEXTING BEHIND THE WHEEL: A HANDFUL OF DANGER

KNOWLEDGE

VOL 5 NOVEMBER 2011

OFFICIAL SAFETY MAGAZINE OF THE U.S. ARMY

SNOW WHITE FLIGHT

- PREFLIGHT CHECKS
- COLD WEATHER PPE
- WINTER DRIVING

+

A FROZEN TURKEY TALE

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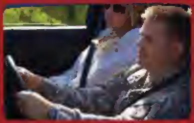

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CIVILIANS FAMILIES

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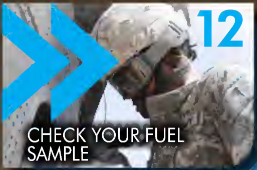

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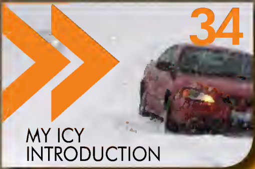

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Mission statement: The United States Army Combat Readiness/Safety Center (USACR/Safety Center) supports our Army by collecting, analyzing and communicating actionable information to assist Leaders, Soldiers, Families and Civilians in preserving/protecting our Army's combat resources.

We welcome your feedback. Please email comments to **safe.knowledge@conus.army.mil**.

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RAISING THE HEAT ON RISK

At the direction of Headquarters, Department of the Army, the U.S. Army Combat Readiness/Safety Center's change of command and my retirement have been postponed until further notice. I will retain duties as director of Army Safety and commanding general, USACR/Safety Center. I thank you all for your support and hard work during the past three years and look forward to serving with you in the months ahead.

We're just a few weeks past the close of fiscal 2011, and preliminary figures show our Army held steady on accidental losses during the year, with neither a decline nor increase in Soldier fatalities from 2010. Late reports or reclassifications could change final numbers somewhat within the next few weeks, but there's no doubt our Leaders and Soldiers are doing a fantastic job keeping the focus on safety every day. The fact our Army has maintained historically low fatality rates during a time of war is remarkable, and our challenge will be carrying that momentum forward and saving even more lives in 2012.

Leader engagement and standards enforcement remain critically important to this fight. In fact, the two are mutually dependent — being an engaged Leader means enforcing the standard! On-duty fatal accidents continue to drop because Leaders are more involved in the details of

> “Leader engagement and standards enforcement remain **CRITICALLY IMPORTANT** to this **FIGHT.**”

their Soldiers’ activities, from PCC/PCI to keeping Soldiers focused throughout mission execution. Off duty, however, the lack of direct supervision shows: Last year, 78 percent of all accidental losses occurred after duty hours and on weekends. Not every Soldier behaves recklessly off duty, but there are many who do and, unfortunately, some pay a deadly price.

If you’re not directly engaging with your Soldiers every day, there’s no better time to start than now. The chilly nights of fall are quickly giving way to the full effects of winter, and driving hazards will become a real problem as snow and ice appear more frequently in the coming months. Dangerous road conditions and indiscipline are a tragic combination, and many high-risk Soldiers won’t change their driving behaviors to accommodate the weather. We have to reach them now and enlist as many of their buddies as possible to keep them on a safe path. None of us should feel awkward about pointing out risky behavior and acts of individual indiscipline. I ask that all of you, both Leaders and Soldiers, assume this responsibility for the good of our fellow Soldiers and our Army.

Information is power, and the USACR/Safety Center strives to give you the tools that will help keep your Soldiers safe. Particularly timely right now is our Safe Fall/Winter Campaign, a toolkit that contains feature articles, videos and posters focused on seasonal safety topics. The campaign is a valuable resource for updating safety boards, building safety briefs or just starting a dialogue on potential hazards, so please download your kit today at https://safety.army.mil. We’ll be adding new media to the campaign periodically, so be sure to check back often for the most up-to-date information available. We also recently launched “Roadrageous,” a great program designed for Soldiers displaying risky driving behaviors. This is a fantastic tool commanders can use to address and correct high-risk drivers within their formations.

The holidays are near and during this season of thanks, I want to say again how grateful I am for each of you and the dedication you continue to show every day for safety. I wish you all a blessed Thanksgiving and wonderful holiday break filled with Family and friends. Play it safe and always remember the fellow Soldiers who are counting on you!«

Army Safe is Army Strong!

WILLIAM T. WOLF
Brigadier General, USA
Director of Army Safety

READY OR

The mission was always the same: Safely transport equipment and personnel over treacherous, enemy-laden terrain in Afghanistan. Over the previous 80 or so missions, we'd followed all of the procedures and it showed. We'd been in country for about six months and hadn't had a single mishap. All procedures were pretty much being conducted from memory. Although we didn't realize it at the time, we were becoming complacent. Then the unthinkable happened.

It was early evening and our convoy commander was summoned to the command operations center. A unit that had been engaged in combat earlier in the day had a disabled vehicle on the north side of a mountain pass. We'd just returned from that northern area after a 36-hour convoy and were looking forward to some much needed rest. But as luck would have it, someone needed assistance, so we headed back out.

This particular pass was well known to the convoy. It was the enemy's preferred location for ambushing coalition forces. All of our combat experience had been gained in this rugged, often impassable stretch of mountainous terrain. This area had become

NOT?

MASTER SGT. TONY HERNANDEZ
G-4 MT, 3rd Marine Division
Okinawa, Japan

our war zone, and we were always prepared for an enemy encounter. We were meticulous in our planning and had never suffered a casualty. We were good … or so we thought.

This night was no different, and we were motivated to go back out and "get some." The night vision equipment, as well as all our infrared equipment, had been checked and double-checked for serviceability — just in case. We never wanted to find out that a piece of equipment was not working properly when we needed it most. We were always ready for war.

The convoy commander conducted the convoy brief while the assistant convoy commander made sure all communication equipment was operational. We had food for three days and enough water to last at least five days. We also had plenty of ammunition in case of a heavy battle — something we hadn't been exposed to yet. We'd followed these procedures for the previous six months and had everything down pat. We'd never been in a gunfight only to realize we'd forgotten something or could have done better if we'd brought something else. We were past second-guessing. In fact, other convoy commanders would often ask for our help in employing the same procedures and tactics.

Eventually, we departed for another potential encounter with the enemy, expecting once again to prove our superiority. We'd mastered our tactics and procedures, and there was no way we could come up short. We'd been in at least seven firefights with the enemy and always came out on top.

The enemy's weapons of choice were improvised explosives devices, which were spread throughout the pass. The convoy commander had just finished radioing headquarters that we were three kilometers from the pass when the first vehicle in our convoy, a Mine Resistant Ambush Protected vehicle, hit an IED. Engineers had swept the area for IEDs, but, as was often the case, these explosive devices were more sophisticated. This particular device had a carbon-based fuse, which made it harder to spot with our metal detectors.

The convoy commander, who often rode in the first vehicle, had already hit five other IEDs before this one. However, this device was so powerful that it caused significant damage to the MRAP and totally dismantled its mine roller. Fortunately, no one was injured. The mine roller had done its job — saving lives and equipment.

The MRAP's crew was evaluated and treated, and the convoy continued. The damaged MRAP moved to the second spot in the convoy until we arrived to recover the disabled truck. There, the convoy commander decided to replace the turret of his MRAP with the one from the disabled vehicle. The Marines took a much-deserved rest while the switch was made. Once the vehicle was recovered, it was time to head south again.

About a kilometer south of the earlier IED blast, the convoy began taking indirect and small-arms fire. The convoy commander decided to use a "leapfrog" method to get everyone out of the kill zone and gain fire superiority. (This is where one gun truck provides suppressive fire until the next one comes up to replace it. The vehicles continue leapfrogging until all are out of the kill zone.)

Everything was going well until the damaged MRAP began shooting and hitting well below its intended target. The truck's fire was ineffective, and the enemy was gaining the upper hand with their machine guns. That's when the convoy commander called in the other gun trucks to provide suppressive cover fire while all the other trucks got out of the kill zone. Luckily, there were eight gun trucks in this convoy. When all the trucks had passed, we outflanked and eliminated the enemy.

Once we returned to base, the weapon on the damaged MRAP was examined by an armorer to determine why it was shooting so low. He discovered the barrel had been damaged internally from the IED blast — something we hadn't considered. This provided us an important lesson learned: We must always conduct preventive maintenance checks and services on all of our convoy vehicles, regardless from where we are departing.

FYI

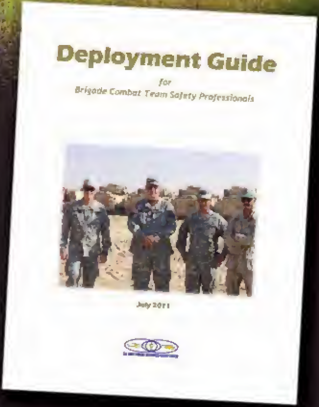
To learn more about Preventive Maintenance Checks and Services, vehicle operations and ground safety programs, visit https://safety.army.mil/groundsafety/.

PMCS are the checks, service and maintenance required to be performed before, during and after any type of vehicle movement or before the use of equipment. Most pieces of equipment have a PMCS chart used to go over every detail needed to ensure the proper function of every mechanical item or non-mechanical surface. Checks are also done at weekly, monthly, semi-annual, annual and bi-annual intervals, dependent on the specific equipment.

Doing a PMCS check every time equipment is used will reduce the number of failures and prevent accidents. It will also reduce the number of injuries during training deployments and exercises, improve effectiveness in combat and increase the Soldier's ability to implement their equipment. As we discovered, one damaged weapon left unchecked can put an entire convoy in danger.«

You don't have to reinvent the wheel.

When preparing to go downrange, check out the Deployment Guide for Brigade Combat Team Safety Professionals for valuable lessons learned, resources, tools and other useful information. While developed for BCT safety professionals, anybody can use this deployment guide. Visit https://safety.army.mil/deploymentguide to download or order a DVD copy of the guide.



Deployment Guide

for

Brigade Combat Team Safety Professionals

July 2011

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Handful of DANGE

RETIRED ARMY SGT. 1ST CLASS CINDY R. MCCLENDON
Fort Buchanan Garrison Safety Office
Puerto Rico

It was Thursday afternoon and my company was having its end-of-the-day formation. I was looking forward to the beginning of a four-day weekend. When it was time for the safety briefing, my company commander spoke first, saying the usual, "Don't drink and drive, and don't drink underage." Next up was the first sergeant. He began by saying how important every Soldier was to the company.

From that point on, I didn't hear a word he was saying because I was too busy mentally planning my weekend. I was thinking about getting my hair and nails done, what I would wear to the club that night and calling my boyfriend to arrange to meet up after the club.

Finally, the first sergeant finished his safety briefing and we were released until Tuesday morning. I ran to my room, changed out of my uniform and dashed to my car. Traffic was congested on the road, but that didn't prevent me from picking up my cellphone and trying to call my boyfriend to make arrangements. I tried to call him twice, but got no answer. While I was dialing his number a third time, I almost ran into the car in front of me. Oops! Still, I got no answer.

I got my hair and nails done and tried calling my boyfriend again, but the phone just rang. While driving back to post, I decided since I couldn't reach him on the phone, I'd just send him a text. I began texting as I drove, looking down at the phone, pressing two letters and then looking back up at where I was going. This went on until I looked up and saw I'd drifted into the oncoming lane and was about to hit a car head-on. I quickly dropped the phone and pulled back into my lane. However, when I dropped my phone, it landed on the passenger-side floor. Now that I was back in my lane, I wanted to finish my text. I tried several times to reach over and pick up my phone, each time taking my eyes off the road for just a second or two.

I finally reached my phone and consoled myself with the thought, "I only drove off the road once or twice." I had started texting again when I suddenly heard a car horn. I looked up at the road and quickly hit my brakes. I'd hit the side of a car in an adjacent lane. I remember seeing a "Baby on Board" sign on the side window. I hoped there wasn't a baby inside.

I immediately got out of my car, only to hear the baby crying. I thought, "What have I done?" I called 911 and then asked the lady in the car, "Are you and the baby all right?" Her reply was, "If you hadn't been texting and driving, we'd all be all right." I called my first sergeant, who immediately came to the scene of the accident. When the police asked what happened, the lady didn't tell them I was texting while driving; however, she had told my first sergeant. He said, "Didn't you listen to my safety briefing? I said absolutely no texting while driving. It's just as bad as drinking and driving!"

My first sergeant was very disappointed with me. He said, "Up until this point, I thought you were a responsible Soldier." This made me feel even worse. I had plenty of warning signs on the road that day while I was driving, but I chose to ignore each one.

How could I be so irresponsible? My car was wrecked, I injured two people, my first sergeant was disappointed and the company commander took away my four-day weekend and many more to follow. Still, I consider myself lucky. I could've killed myself and two other people.

Since that day, I've never again talked or texted on a cellphone while driving. I pay close attention to safety briefings and remind my fellow Soldiers to never text and drive. After all, is it really worth a collision to have a conversation?«

Check Your ☑ FUE

CHIEF WARRANT OFFICER 3 SCOTT SIMS
Company B, Brigade Special Troops Battalion
37th Brigade Combat Team
Michigan Army National Guard
Lansing, Mich.

Author's note: In the interest of time and sensitivity of personnel, I will only use my name. I will refer to the senior leader as "Pilot 2." This experience was not only about complacency, but also about not doing the right thing!

I was designated as the pilot in command for the flight of Pilot 2 and myself. Our tasking was to launch an OH-58A/C from our facility; fly an hour north, where we would perform a range sweep; refuel; and then return to home station. It sounded easy, and we had done it many times before.

However, the following factors caused us to have a not-so-routine flight that day:

- The mission was assigned the day prior, and I decided to do the preflight the evening before.
- The facility standing operating procedures stated that fuel samples could not be taken while aircraft were in the hangar.
- For the next morning's mission, I coordinated a time to arrive at the airfield and a proposed takeoff time.
- Pilot 2 showed up early and had the aircraft moved out to the launch pad.
- I arrived later and Pilot 2 gave me the "ready-to-go" sign.

Here was the start of my failure to do my PC duties. I started the aircraft, everything was going fine and we were on schedule. As we cleared the airfield, I asked Pilot 2 to start a fuel check. As he wrote down the

L Sample

numbers, we both looked at each other and said, "Those numbers can't be right." I told Pilot 2 I was turning back; something was obviously wrong. Our fuel gauge was reading 600 to 650 pounds of fuel, which is not where it should have been. We landed back at our facility without incident.

Pilot 2 asked me if I had checked the fuel sample. I told him I hadn't because I assumed he'd done it after pushing the aircraft outside the hangar. As it turned out, he hadn't checked the fuel sample either.

Our maintenance personnel pulled a sample and found water in the fuel. After further inspection, they found water had just made it to the fuel pump and filter. We had, at most, only seconds before the engine would have stalled due to lack of fuel.

Going a step further, we examined the maintenance records and asked the crew chiefs why there was so much water in the fuel. We found out the engine had been washed just prior to the flight. The crew chief, attempting to unclog the engine deck drain, had sprayed water up the fuel vent tube instead of the engine deck drain tube. Both tubes come out next to each other on the pilot's side of the aircraft.

I should have paid attention during the preflight and asked the right questions. If I had, we could've identified the problem, avoided the incident and performed our mission with another aircraft. Also, had I properly checked the fuel sample and not assumed the other pilot had accomplished that, we would've completed this mission successfully.«

Army Safety Net allows members to quickly exchange safety knowledge. This exchange of knowledge is accomplished through sharing ideas, experiences, lessons learned and best practices. This enables Leaders at all echelons to make better-informed risk management decisions.

https://forums.army.mil

Share info and
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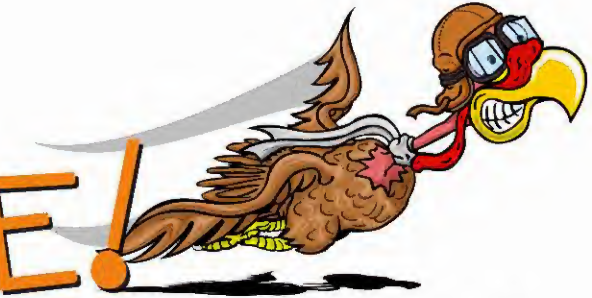
AIRBO

WILLIAM J. EGGLESTON
U.S. Army Corps of Engineers
Huntsville, Ala.

Deep-frying has become a very popular way to prepare Thanksgiving turkeys in recent years. Aside from the fact it tastes great, it's also a good way to speed up the cooking process. Using traditional roasting methods usually takes up to five hours; but with a deep fryer, an entire turkey can be ready in about 30 minutes, depending on its size. One Thanksgiving morning, I awoke ready to give deep-frying a shot.

RNE!



A Frozen Turkey Tale

In preparation for my holiday feast, I had removed the 20-pound turkey from the freezer three days prior to defrost. I was confident this would give the bird plenty of time to thaw. Ever the safety-conscience individual, I read the directions for my new deep fryer and stationed it exactly 20 feet from the house, almost to the end of my driveway. Then I hooked the fryer to the propane tank and started the fire. I filled the fryer to the designated line with peanut oil, and in less than 20 minutes, the thermometer read 375 F.

Once I removed the wrapping from the turkey, I thoroughly cleaned it inside and out. I noticed the inside of the turkey was extremely cold, but I was sure it had defrosted. After adding seasoning and using a syringe to inject the turkey full of butter, I headed to the fryer.

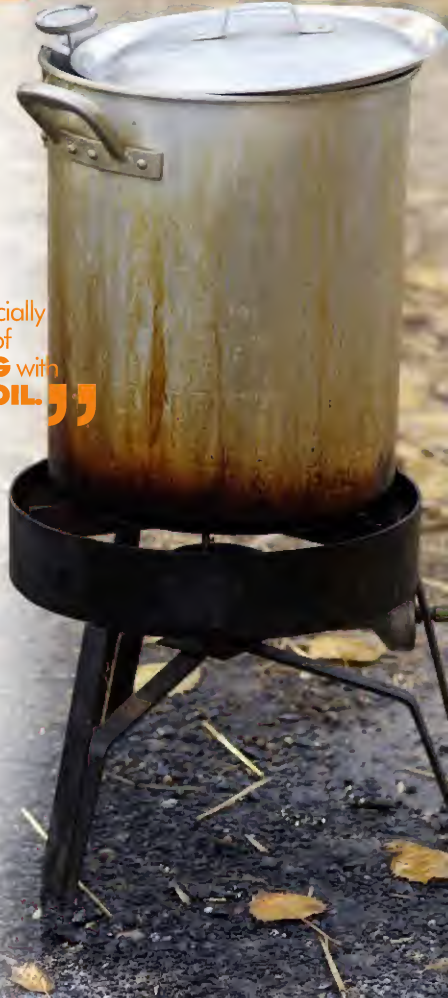
By now, the thermometer on the fryer read 495 F, and I knew it was time to drop in the turkey. I placed the bird into the frying basket and again checked the thermometer, which now read 500 F. Lifting the lid off the pot, I dropped the turkey into the hot oil.

To my surprise, the oil started rapidly rising to the top of the fryer with no indication of stopping. The next thing I heard was a loud "BOOM!" as the turkey ascended 40 to 50 feet into the air. Hot oil flew out of the fryer 15 feet in every direction, even falling on my next-door neighbor's car. As I searched the sky for my turkey, I didn't notice the peanut oil had also leaked down the sides of the fryer and reached the flames of my propane tank. That started a fire that spread 15 feet around the fryer. I then watched in horror as my front yard went up in flames! Since I was now unable to turn off the propane, the fire kept growing until the fire department arrived, extinguished the fire and shut off the tank.

So what went wrong? For starters, my turkey was not fully defrosted. I kept the turkey in the refrigerator three days prior to cooking it and it still didn't fully thaw. I also examined the bird while cleaning it — double checking that it was defrosted — but apparently it wasn't. Plus, I exceeded the ideal oil temperature for deep frying a turkey, which should be between 325 and 350 F.

Deep frying a turkey is very dangerous, especially for first-timers. A lot of things can go wrong with a fryer filled with hot oil. If you're considering deep-frying a turkey this Thanksgiving, here are a few safety and cooking tips from the U.S. Department of Agriculture and www.turkeydeepfryersinfo.com that can help make your holiday meal delicious, not infamous:

- Select a cooking vessel large enough to submerge the turkey completely in oil without it spilling over. The oil should cover the turkey by 1 to 2 inches. To determine the amount of oil needed, do a preliminary test using water. Place the turkey in the cooking utensil and add water to cover. Then remove the turkey and measure the amount of water. This is the amount of oil needed.
- Choose a safe location outdoors for frying a turkey. The turkey fryer needs to be outside on a flat surface. Do not deep fry a turkey in a garage or a covered carport.



- Always keep a fire extinguisher (rated for grease fires) nearby. Large oven mitts or fireplace gloves must be worn. Always wear eye protection, although full-face protection would be even better. Do not allow guests, especially children and pets, near the turkey cooker.
- When placing the turkey into the oil, turn off the flame. Slowly and carefully lower the turkey into the hot oil. Once the turkey has been safely lowered, turn the flame back on and constantly monitor the temperature of the oil with a thermometer during cooking. Never leave the hot oil unattended. Allow approximately three to five minutes per pound cooking time. Remove the turkey from the pot and drain the oil from the cavity. Check the temperature of the turkey with a food thermometer. The turkey is safely cooked when the food thermometer reaches a minimum internal temperature of 165 F in the innermost part of the thigh and wing and the thickest part of the breast.
- If the turkey is not done, immediately return it to the hot oil for additional cooking. When the turkey is done, remove it from the oil and place it on a sturdy tray lined with paper towels. The skin can be golden to dark brown to almost black. Let it rest about 20 minutes before carving.

> “**DEEP FRYING** a turkey is very **DANGEROUS**, especially for **FIRST TIMERS**. A lot of **THINGS** can go **WRONG** with a **FRYER** filled with **HOT OIL.**”

Regardless of your reason to deep fry your next turkey, it should be noted that there are some inherent and real dangers associated with frying a bird. You need to be absolutely sure you put safety first and take every precaution to ensure you have a safe holiday. Gallons of hot oil and open flames should never be taken lightly.«

Take 5

Deep Fried, Safety Style

- Keep the fryer in full view while the burner is on
- Place the fryer in an open area away from all walls, fences or other structures
- Never use the fryer in, on or under a garage, breezeway, carport, porch or any structure that can catch fire
- Raise and lower the food slowly to reduce splatter and avoid burns
- Cover bare skin when adding or removing food
- Check the oil temperature frequently
- If the oil begins to smoke, immediately turn off the gas supply
- If a fire occurs, immediately call 911 or your local fire department; never attempt to extinguish the fire with water

Source: Consumer Product Safety Commission

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A Lot to be Thankful For

SGT. 1ST CLASS MARK C. STEINFELD
Forces Command
Fort Bragg, N.C.

Many of us will hit the roads this holiday season to spend time with Family and friends. While you're planning for the good times, don't forget to plan for a safe road trip as well. Back in 1999, my Family hit the road to go from Fort Stewart, Ga., to spend Thanksgiving at my parent's home in Florida. When we sat down for our Thanksgiving meal, we wound up having more to be thankful for than we originally anticipated.

We'd made the four-hour drive dozens of times. Everything had become automatic; we knew the route, speed limits and construction zones. I was riding in the front passenger seat. I'd gotten the flu shot the day before and, as was common back then, feeling pretty miserable. I reclined the seat, opted not to wear my seat belt for the sake of comfort and drifted off to sleep.

I woke up two hours later to the sound of car horns blaring as we slowed down on Interstate 295 near Jacksonville, Fla. We'd

encountered dense traffic and rain — a deadly combination. I had an overwhelming urge to put on my seat belt and did so. Less than five minutes later, we were doing at least 40 mph when we skidded into the back of a tractor-trailer. As we were skidding, I felt utterly helpless and I remember yelling, "Brace yourself!"

Time seemed to move slowly during the impact and I was acutely aware of each detail. I felt small ripples and vibrations as the hood buckled. Suddenly, we came to a violent stop. The air bags deployed, hitting my face hard enough to momentarily knock me unconscious. White powder from the air bags was everywhere. Most importantly, however, the seat belts worked and kept me from being thrown into the windshield or ejected forward between the car and the trailer.

Physically, I suffered only bruised ribs and a totaled car, while the driver had only minor scratches to her hands. My then 9-month-old daughter — who was sleeping in the backseat in her properly installed, rearward-facing car seat — was uninjured. The next day, which happened to be Thanksgiving, we sat at the dining room table and said a prayer of thanks that we were alive and not planning a funeral.

When I tell this story, many say it's a miracle I'm still here. Certainly, if I hadn't buckled my belt when I did, I wouldn't have survived. How many people are fortunate enough to get the chance to put on their seat belts just before they need them?

I'm not going to count on being that lucky twice in this life. Now, when I hit the road, I count on everything I have — not just my air bags, but also my seat belts — to protect me should there be a "next" time. Some things are too important to leave to chance. «

DON'T LEAVE YOUR SAFETY TO CHANCE

Before hitting the road, hit the U.S. Army Combat Readiness/Safety Center's website at https://safety.army.mil/ and check out the Travel Risk Planning System, otherwise known as TRiPS. By putting safety into the front end of your planning, you won't have to count on luck.

TRAVEL RISK
TRiPS
PLANNING SYSTEM

RULE OF

NAME WITHHELD BY REQUEST

When on duty, most of us are usually pretty good at wearing our personal protective equipment. So why do we fail to properly protect ourselves when we are off duty? For example, if given the task of cutting the grass, we should perform the job in boots, long pants, goggles or glasses and hearing protection. Other examples of good PPE use include the equipment Soldiers wear when handling chemicals or hearing protection on firing ranges. I believe the reason we are not as good at protecting ourselves when we are off duty is we don't always follow the safety "rule of thumb." As we head into winter, it's time we consider it.

THUMB

A colonel at my last duty station always included the safety rule of thumb message in his briefings prior to every long weekend. Although put into different words, the message was also something I heard several times while attending the Aviation Safety Officer Course. The safety rule of thumb states that there is no difference to you, your Family or the unit if you cut off your thumb while at work or when off duty. If you lose a thumb, your Family has to take care of an injured Soldier, and the unit suffers by losing your expertise. This ideology applies to every injury, and the safety message should reverberate throughout our ranks. We need to take care of ourselves and look out for each other on and off duty.

As a kid, I ice-skated a little bit. When I arrived at my duty station in Alaska, I became fascinated with the speed and grace of hockey players. I signed up for skating lessons at the physical fitness center, and on the first day watched a Soldier's wife lose her footing, fall backward and bang her head on the ice. As the blood pooled on the ice and she was carried away on a stretcher by the medics, I thought, "I'd better get a helmet." But I didn't … at the risk of looking uncool. I was lucky enough to complete all of my lessons without hurting myself. (Coincidentally, that same winter, a Soldier in my company was not wearing a helmet and suffered a fatal injury while snowmobiling.)

After learning to skate, I was ready for recreational hockey. Can you imagine a 29-year-old about to play his first hockey game? I asked the fitness center front desk attendant what equipment was required to play. He told me all I'd need was a helmet and stick. So, I bought a nice helmet, some shin pads, a cheap stick and showed up for the next recreational hockey session. Since this was a "no-check" league, I figured I had all the equipment I would need. I was wrong.

During my second game, I smashed my pinky finger between my stick and the glass. Four years later, it's still crooked. Fortunately, over the next couple of years, my hockey game improved. During that time, I watched as the "newbies" came in to give the sport a shot. Just like I had a few years earlier, they came in partially protected and most left limping.

> “I strongly **ENCOURAGE** everyone to **CONSIDER** a comprehensive **PPE PLAN** before hitting the **ICE** or **SLOPES**.”

During the ASOC, I was curious about winter sport-related accidents, so I cruised through the U.S. Army Combat Readiness/Safety Center's accident database. I found several skiing accidents, most of which resulted in injuries to the head, wrists and knees. I strongly encourage everyone to consider a comprehensive PPE plan before hitting the ice or slopes. Last year, a Soldier suffered a spiral fracture because a ski binding was too tight and failed to release in a fall. The majority of knee ligament sprains resulting from skiing are due to binding failures. Numerous skiing websites emphasize the importance of a properly fitting, properly functioning binding.

Most of us will participate in some hazardous activity this winter. We need to evaluate our experience level and put away our egos. All of the accidents and injuries I've mentioned most likely could have been prevented with the proper use of protective gear.

Before you participate in any off-duty activity, evaluate the event as you would while on duty. Don't choose to accept greater risk because you're not on duty. On or off duty, the safety rule of thumb always applies.«

Family engagement kit

https://safety.army.mil

On the home front, a Soldier's "battle buddy" is often his or her Family. Check out the new Family Engagement Kit to learn how you can look out for the safety of your Soldier. The kit features a variety of tools, including videos, real-life stories, resources and tips to keep your Soldier safe.

U.S. ARMY ARMY STRONG.

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BAND OF BROTHERS & SISTERS

SNOW

BRIAN BLANTON
Maneuver Center of Excellence Safety Office
Fort Benning, Ga.

It was October 1997 when my UH-60 flight crew and I had a mission to fly from Croatia to our higher-command base in Bosnia for the pilots to attend a briefing. Little did I know what was in store for us.

The flight was one of many we took to Bosnia, but this time it was a little different. It was snowing. The normal day began by going through the checklist to make sure we had everything. The brief was standard, and the pilot in command briefed about the snow in the weather forecast. The flight normally took 15 minutes when it was clear, blue and 22; for non-aviators, that's basically a nice, sunny day.

I preflighted the helicopter, loaded the equipment and made sure everything was in place. The pilots and I geared up and started our normal before-takeoff routine. Once we were in the air, the snow wasn't too bad. Although we could've taken many different routes, the one that is most important in weather

WHITE FLIGHT

is the "bad weather" route. We went the normal route.

During the flight, we were lighthearted, joking and talking about how we needed to beat the weather coming back. Once we landed in Bosnia, the pilots left for their briefing and I started maintenance on my helicopter. Our crew had a plan that when they were done with their brief, I'd be done with maintenance.

While conducting maintenance, I noticed the snow was coming down hard. I looked toward the bad weather route and it didn't look good at all. I checked my watch periodically and looked at the sky to see if the weather was going to cooperate with us. Sometimes it would get bad and then it would let up. I thought it was going to be the luck of the draw when we could take off.

After I was done with maintenance, I got off the helicopter as one of my pilots met me to discuss an issue. He told me our PC was checking weather and a Soldier needed her bags loaded onto the helicopter because she was returning from emergency leave and had to get back to base.

I loaded the Soldier's bags and briefed her. My pilots then came out and said the weather wasn't good; however, as a team, we decided we could fly the low weather route and be fine. My pilots briefed the return flight. It was a standard brief, just with snow added to it. We took off and started flying toward the bad weather route when a big gush of snow plowed into us. We slowed down and discussed our options of either returning to our home station or staying in Bosnia. We decided we didn't want to stay in Bosnia; we wanted to go home.

For the past six months, we had the same crew. We had about 250 accident-free flight hours. We all knew each other well and worked well together. For that reason, we started down the low weather route. We quickly realized this wasn't going to be the normal 15-minute flight. As we chugged along, the weather got worse. One of the pilots upfront said he couldn't see the ground. The other pilot and I quickly picked up our scan and replied we could see the ground. About 45 minutes went by flying like this. We finally got a little bit of a break with the snow letting up, but that only lasted about 20 minutes.

We were back in the thick

of the falling snow. During this entire time, the crew talked about what to do if there was an emergency, whiteout or other various problems that could happen. As I scanned my area, I could see houses about 50 feet below us — backyards, parked cars and animals. I suddenly heard both pilots say they couldn't see the ground. My heart pounded and I quickly replied with, "I've got the ground — I can see the ground." Now I knew we were in for a long flight.

As we chugged along, one of my pilots navigated and kept us on track so we knew our location on the map. For the next hour and a half, every 10 minutes one of us — or two, at times — would say we couldn't see the ground. To say the least, it was very tiring and stressful.

We were about 10 miles out from our base in Croatia. A little relieved, we thought we were home at last. Unfortunately, we were "counting our chickens before they hatched" because right in front of us stood 100-foot-tall power lines. The PC's plan was to hover up and see if we could cross the power lines. However, as we ascended, we quickly realized that was not going to happen, so we descended and settled on the ground. This was the first time we were able to land because there were landmine threats in the Balkans and we were briefed to only land in plowed fields.

We pondered for a while on how we were getting across the power lines until one of the pilots suggested landing in someone's backyard and taxiing under the power lines. Again, we briefed our plan and moved into action. As we were taxiing under the power lines, a family came out and watched us from their back porch.

Once we made it under the power lines, we picked up and flew back to base. A normal flight of 15 minutes took us 2½ hours. I was glad to be back. Once we shut down the helicopter and took off our flight gear, we conducted an after-action review. We all knew we hadn't done what was best for the crew. Our wanting to get home overcame our thinking rationally and being safe.

> “We all **KNEW** we **HADN'T** done **WHAT** was **BEST** for the crew. Our wanting to get **HOME** overcame our **THINKING** rationally and **BEING SAFE.**”

Lessons Learned

We should have done many things differently. I truly believe the most important thing we did right was we kept talking and monitoring each other. We discussed and analyzed all actions as a crew as we planned and executed this mission. Crew coordination saved our lives that day.

We had a lot of faith in our pilots to get us home safely. Both were experienced, and one was the forward support team lead for our area. Looking back, however, it was clear we had gone from having faith in our pilots and ourselves to becoming overconfident. As many crews have found out the hard way, being overconfident in a helicopter can put you underground in a casket. We were fortunate to live to tell our tale.«

Get the tools and information necessary to be an engaged Leader

Leader's Corner

https://safety.army.mil

Keep your Soldiers safe on and off duty. Log on today!

A JOYRIDE GONE BAD

RETIRED COL. NEIL MILES
561st Regional Support Group
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Omaha, Neb.

It was a cool fall night in the sandhills of Nebraska, and I was about halfway through my shift as a state trooper. Assigned to a remote duty station, I'd learned to work by myself. When something happened, many times I talked directly with the local sheriff's office, which was in the middle of my work area. I was patrolling near the city of Alliance when I received a radio call of an accident with injuries.

The dispatcher gave me the location as seven miles south of Alliance at the county line. I recognized it as a big curve on Hall Ranch hill. The dispatcher reported a vehicle had overturned, pinning the driver beneath it, and that an ambulance had been called from the volunteer fire station. I activated my red lights and siren and rushed to the location.

As I approached the scene in my patrol car, I could see a large vehicle on its top in the northbound ditch. A deputy sheriff also arrived as I bailed out of my unit. When we ran down to the car, all we saw was a hand sticking out from beneath it. The deputy grabbed the exposed hand and shouted to the person that we were there to help. The young man gripped the deputy's hand and would not let go. As we looked to the left, we could see fuel leaking onto the ground from the gas tank. The driver, a 14-year-old boy, was pinned face-up with only about two inches between his head and the car's caved-in roof.

We realized we had to get him away from the car before it had the chance to catch fire. We knew there was no way the two of us could lift the car and free him. The deputy stayed with him as I ran to my unit and retrieved a spade from the trunk. When I got back to the wrecked vehicle, I quickly dug a trench in the sandy soil beneath the driver as the deputy continued to console him and grip his hand. Once the trench was deep enough, we slid the driver into it and pulled him from beneath the car to safety. He cried as we freed him from what had been a death trap and the possible danger of being burned alive. In the distance, we could hear the siren of the approaching ambulance that would transport him to the hospital.

Once we got the vehicle removed from the scene, we drove to the hospital to check on the boy's condition. I interviewed him and his parents to complete my investigation. The interviews revealed that the boy had been home alone and decided to take the family car for a joyride. He was speeding when he lost control in the curve, went into the ditch and rolled twice and the car landed on its roof. Not wearing his seat belt, he was thrown through the driver-side window onto the soft sand, where he landed on his back. As so often happens in rollover accidents, he was ejected into the path his vehicle was rolling, and the car landed on top of him. Ending up well away from the highway, he was able to reach a piece of chrome door trim and flag down a passing motorist.

Although the car was a total loss, the young driver walked out of the hospital the next day with just bumps and bruises. The fact that he survived was purely a matter of luck. Most ejected motorists who wind up beneath their vehicles don't walk away.

So what about you? When it comes to seat belts, will you obey the rule or hope to be the lucky exception? If you roll the dice and lose, you may come up short — six feet short.«

DID YOU KNOW?

According to the National Highway Traffic Safety Administration, occupants who are wearing their seat belt are 75 percent less likely to be killed in a rollover crash.

It was late summer in Korea during my annual proficiency and readiness test as a UH-60 crew chief. As the flight instructor was evaluating me, the standardization (flight) instructor was evaluating the FI. And upfront in the cockpit was the standardization pilot, evaluating a new instructor pilot. So, there was a lot going on, but there was also a lot of experience in the aircraft.

ANNOUNCE YOUR ACTIONS

CHIEF WARRANT OFFICER 2 ANDDREA K. POSTMA
C Company, 1/168th General Support Aviation Battalion (Air Ambulance)
Sacramento, Calif.

We made our rounds in the traffic pattern, with the pilots demonstrating their capabilities on the controls and the abilities of the aircraft. The crew chiefs in the back were conducting their duties clearing the aircraft, fuel checks, backing up the pilots on the checklist, etc. The SP decided to demonstrate the single-engine hover capability. He reached up and announced he was retarding the No. 2 power control lever to idle. The No. 2 PCL was confirmed, he retarded the PCL to idle and the IP made a nice, slow visual meteorological condition approach.

As we were making the approach, tower called and asked us to sidestep to the parallel taxiway because of other traffic inbound for landing. We came to about a 20-foot hover over the taxiway while the SP discussed the maneuver with the IP. Tower called again to ask our intentions and informed us of more traffic on approach. The SP, after much banter with the tower, refocused his attention to the IP on the controls. However, he must have forgotten what stage he was in the training. He reached up, grabbed the No. 1 PCL and proceeded to retard it to idle. The IP responded by lowering the collective and trying to bring the aircraft down and forward onto the taxiway.

On the way down, I reached up and grabbed onto my little yellow handholds in the crew window. Before anyone could say anything, we were on the ground. The aircraft came down and forward for a short distance, then made a rapid turn to the left. This rapid turn was due

to the tail wheel lock pin shearing, allowing the tail wheel to turn. As the aircraft spun around and leaned to the right, I saw the main rotor blades near the ground. I thought they were going to hit and prepared for the worst when, suddenly, the aircraft leveled off and came to a stop. Our hearts were pounding as we looked around at each other. Then, finally, somebody came over the intercommunications system and asked if everyone was OK. Not knowing what damage had occurred, we shut down the aircraft in place. Fortunately, nobody was injured and, after shutting down, we immediately contacted maintenance to tow the aircraft back to the hangar. An inspection revealed no real damage, other than the sheared tail wheel lock pin.

Lessons Learned

Crewmembers are always briefed on crew coordination, specifically "announce actions," before every mission. The distracted SP made the mistake of not communicating with his crew. He should have announced his actions and then refocused on his training.

As stated in Chapter 6 of the aircrew training manual, crew coordination errors have caused a significant number of accidents before and during flight. Clearly, I had failed to offer assistance to the SP because he had more experience in the cockpit. I had fallen into the trap of assuming the more experienced pilot had everything under control. However, as a crew, we all failed to keep focused on the maneuver. I accept my role and clearly understand what I should have done to prevent it from happening.«

The Great Escape

ISRAA ALRAWI
McDonald Health Center
Fort Eustis, Va.

When you're young, you usually don't think about the consequences of your actions. In my household, rules often had to be restated because we weren't listening. But when it came time to rehearse our Family's emergency action plans, we always paid attention.

It was a cold night and my sister and I had lit some candles on top of the dresser in our shared bedroom. At some point, we both fell asleep while the candles continued to burn. A few hours later, we were awakened by a strong smoke odor. When I sat up in my bed, I thought I was dreaming. The dresser was on fire and our door was closed! Apparently, one of the glass candle holders had broken, allowing the flame to ignite the dresser.

I knew we had to get out of the bedroom as quickly as possible, but the burning dresser was blocking our exit. The only other escape route was through the windows. To alert my parents in the other bedroom, I banged on our common wall and yelled, "Fire!" While my dad ran to get the nearest fire extinguisher, my sister and I put our escape plan into action.

First, we opened all three windows as quickly as possible to keep the smoke from building inside the room. Next, we removed the bed sheets and tied them together to make a rope. We then tied one end of our rope tightly around the bed and threw the other end out the window. Finally, we climbed down the rope to the driveway, where we met the rest of our family.

Although the fire department was called, my dad was able to put out the fire — but not before the dresser, a wall and parts of the door and my sister's bed were destroyed. Most importantly, though, no one was injured or killed thanks to the fire emergency plan we were taught and executed.

Never underestimate the usefulness of an emergency action plan for your Family, especially one that outlines what to do in case of a fire. When teaching a fire emergency plan, consider doing the following:

- Take a course at the local fire department about developing a fire emergency plan.
- Identify possible fire hazard materials around the house.
- Map out all exit routes in and around the house.
- Identify all fire extinguishers and learn how to use them properly.
- Place all emergency numbers near the telephone.
- Practice a fire drill using all the escape routes.
- Discuss and research any questions or concerns about fires.

Taking these simple measures, or even just talking about what to do in case of a fire, can help save lives. I look back now and wonder what would have happened if we'd never been taught an action plan. What if we didn't know how quickly fires escalate? Would my sister and I have been able to escape on time? We sometimes have an "it-won't-happen-to-me" attitude. The truth is anything can happen. When it does, you should be ready. «

FYI

According to the National Fire Data Center's Topical Fire Report: Candle Fires in Residential Structures:

- **Annually, an estimated 23,600 fires in residences are caused by candles, resulting in 1,525 civilian injuries, 165 fatalities and $390 million in direct property loss.**
- **Women are more likely to be injured or killed in residential structure candle fires.**
- **December has the highest occurrence of candle-ignited residential structure fires. More than one-third of these fires begin in a bedroom, and more than half were started because the candle was placed too close to combustible materials.**

To learn more, visit www.firesafety.gov.

Int

DIGGING IT —

As reassuring as it may be to have all-season radials on your vehicle, these popular tires are not necessarily the best choice in severe winter conditions. True snow tires use a softer rubber compound and have very deep treads to help them "bite" into the snow. This improves their traction and helps keep the vehicle from sliding, especially during braking. You can identify these tires by the mountain/snowflake symbol on the sidewall. For really difficult situations,

My Icy roduction

It was well after dark and I'd been staring at a lot of Interstate 40 West that December day. I was partway across Oklahoma, and home in San Diego was another day-and-a-half's drive. It was time to find a cheap hotel and get some sleep.

BOB VAN ELSBERG
Strategic Communication Directorate
U.S. Army Combat Readiness/Safety Center
Fort Rucker, Ala.

I saw an exit ahead and, off to the right, the lights of a gas station. I took the off ramp, which fed onto a street headed toward the town. It had snowed that day, but I was supremely confident that my all-season radials could handle the snow and slush. Growing up in Southern California, I'd never actually driven on snow, so I was clueless about what it would do to my traction. I was almost to the intersection with the town's main street when the light turned red. Crap — I could see a hotel just across the street! I wasn't in the mood for delays. I thought about pulling a "California stop" (slowing down, checking both ways for cops and easing through). But, wouldn't you know it, there was a police car slowly approaching the intersection from the left. I pushed in the clutch and hit the brakes.

I was going a bit fast, but I trusted my tires to get a grip so I wouldn't get a ticket. Imagine my surprise

— SNOW TIRES

there are tires equipped with metal studs to give you improved traction on snow and ice.

However, there are some downsides to these tires. Because of their softer rubber compound, snow tires wear down much more quickly than all-season radials when driven on dry roads. Also, studded tires can damage road surfaces and, as a result, are not legal in all states. Typically, those states that allow studded tires limit their use to between certain winter dates. If you are uncertain about the studded tires laws for your state, visit the American Automobile Association website at http://drivinglaws.aaa.com/ and click on your state on the U.S. map. As you scroll down through the driving laws, you will see if studded tires are allowed and the approved dates for their use. It's also important to know that when you use snow or studded tires, you need to put them on all four wheels of your vehicle.«

> “Whatever else, it’s **VITAL** to treat **ICE- AND SNOW-COVERED** roads with **RESPECT** and drive **ACCORDINGLY**.”

as I slid into the intersection, slowly spinning counterclockwise until my rear tires bumped against the far curb. I’d barely felt the “thump” when I noticed the police cruiser through my windshield. It was hard not to notice it, with its lights flashing. “Great,” I thought — between this ticket and the price of a cheap hotel room, I could’ve stayed in the Hilton back in Oklahoma City. So much for my blind faith in all-season radials!

Since then, I’ve lived in Germany, Missouri and New Mexico and learned a lot more about driving in the snow. I’ve learned all-season radials are not the one-size-fits-all best answer for every driving condition. During winter, purposefully designed snow tires and, when and where legal, studded tires offer greatly enhanced traction compared to all-season radials (see the information box “Digging It — Snow Tires” on page 34). And, as I learned during winters in Kansas City, Mo., chains can be your best option for traction in the snow and ice. Tire chains can be mounted on your regular all-season radials, saving you the cost of buying an extra set of tires. Of course, with speeds limited to about 30 mph, you won’t be cruising on the interstate. However, you will greatly improve your chances of reaching your destination. Whatever else, it’s vital to treat ice- and snow-covered roads with respect and drive accordingly.

So you won’t have to follow my less-than-pristine example of how not to drive in the snow, check out these tips from the American Automobile Association:

- Accelerate and decelerate slowly. Applying the gas slowly is the best method for maintaining traction and avoiding skids. Also, gradually slow down for a stoplight. Remember, it takes longer to slow down on icy roads.
- Drive slowly. Everything, whether it’s accelerating, stopping or turning, takes longer on snow-covered roads than on dry pavement. Increase your following distance to eight to 10 seconds to provide more room to stop.
- Know your brakes. Whether or not you have antilock brakes, the best way to stop is threshold braking. Keep the heel of your foot on the floor and use the ball of your foot to apply a firm, steady pressure on the brake pedal.
- Don’t stop if you can avoid it. It’s a lot harder to overcome the inertia of a stopped vehicle than one that is still slowly rolling. If you can slow down enough to keep rolling until a traffic light changes, do it.
- Don’t power up hills. Applying extra gas on snow-covered roads just starts your wheels spinning. Try to get a little inertia going before you reach the hill and let that inertia carry you to the top. As you reach the crest of the hill, reduce your speed and proceed downhill as slowly as possible.
- Don’t stop while going uphill. There’s nothing worse than trying to get moving uphill on an icy road.
- If you really don’t have to go out, don’t. Even if you can drive well in the snow, not everyone else can. Don’t tempt fate: If you don’t have somewhere you have to be, watch the snow from indoors.«

SCAN HERE

In this and future issues of Knowledge, readers will notice some articles are accompanied by a small black-and-white image similar to the one to the right. These images, known as quick reaction codes, are embedded with data that, when captured with a smartphone’s QR code reader, will take users to a related U.S. Army Combat Readiness/Safety Center safety tool. For example, this code links the user to a winter driving safety video. Give it a try. Then let us know what you think of this new method of providing safety information to our readers by emailing Knowledge at safe.knowledge@conus.army.mil.

I used a designated driver!

What have YOU done to save a life today?

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ARMY SAFE IS ARMY STRONG

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Our battalion had deployed on a no-notice brigade recall on New Year's Day. Desert Shield and Desert Storm operations had top priority, and our flight hours had been reduced drastically. As a new pilot fresh out of flight school, my flying skills had deteriorated greatly during the previous six months. I had been working as an executive officer for Headquarters and Headquarters Company, a duty position not conducive to pilot training.

MICKEY MOUSE BOOT

DARRYL FLASPHALER
Rock Island Arsenal
Rock Island, Ill.

The brigade deployed and we were busy at the battalion level resolving the many problems normally encountered during an exercise. We had aircraft and vehicle maintenance issues and logistics and personnel issues — all compounded by the bitter cold. We had been in the field for two days, and I was exhausted from the work and lack of sleep.

A mission came up without warning that involved our HHC command aircraft helping the S-2 communications section set up an FM radio relay station on a nearby mountaintop. Somehow, I ended up being the guy chosen to fly as co-pilot on that mission. In retrospect, I should have been much more adamant about not being ready to fly.

I mentioned my reservations about not being adequately trained or prepared for this mission. However, it became clear that not accepting the mission wasn't an option. It was an early morning flight, so we hit the rack as soon as we were able. We woke up to a temperature of minus 20 F. This forced us to don our winter weather gear, which included the notoriously cumbersome "Mickey Mouse" boots, otherwise known as Extreme Cold Weather Boots.

We conducted the preflight in the dark. I'll never forget how bitterly cold it was, and I was so glad to get inside the cockpit and start the engine. The pilot in command had more than 1,000 hours of flight time, so he was able to accelerate the startup procedure — not because he neglected anything, but because he had the procedure memorized.

I, on the other hand, had just graduated from flight school six months earlier and hadn't had more than three hours per month of flight time for the previous four months. I definitely was not at the same level as the PC in knowledge or skill — and definitely not in experience. The PC and I were different in many ways, not just from a 15A skill level standpoint, but also from a physical standpoint. I am 6 feet 4 inches tall, and the PC was considerably shorter, maybe 5 feet 6 inches tall.

The PC got us through the preflight and startup procedure, gave me a map and told me to take care of the radios. So there I was, all 6 foot 4 inches of me, sitting on the right side of the UH-1 cockpit, map on my lap, heater blowing in my face, grateful to be warm and actually flying again. However, when the PC pulled pitch, the Huey shot up into the air and immediately went into a spin. While rising to about 100 feet, the aircraft must have spun around 360 degrees at least six or seven times. The PC was frantically trying to figure out the problem and then yelled at me to, "Get your $%#! foot off the pedal!" I was mortified when I realized my huge Mickey Mouse boot had jammed under the left pedal and I hadn't been able to feel it! Once I yanked it out, the aircraft returned to normal and we were able to land.

"I should have **INSISTED** I was **NOT PREPARED** to fly, and I **DEFINITELY** should have thought about how those **BOOTS** would **AFFECT THE PEDALS.**"

Lessons Learned

I blamed myself for what happened on that morning almost 20 years ago. I should have insisted I was not prepared to fly, and I definitely should have thought about how those boots would affect the pedals. Through the years, I have revisited that experience many times and I know now it really was not entirely my fault. It was a combination of things. The PC had not taken into consideration my lack of skill and lack of recent training. He certainly did not consider how someone 10 inches taller might have different issues than he did while flying a helicopter wearing Extreme Cold Weather Boots. I believe if the PC had taken things a little slower and had been more careful and considerate, this incident never would have happened. «

ARE YOU READY?

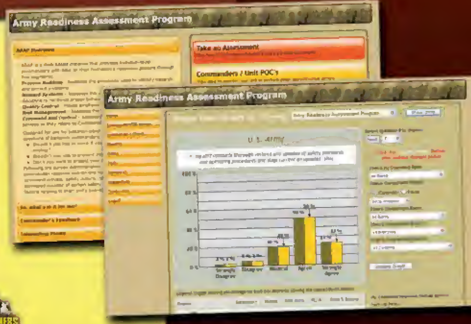
Wouldn't you like to know if your unit is about to experience a mishap?

Wouldn't you like to prevent the loss of personnel and equipment?

Don't you want to protect your combat power?

ARAP

ARMY READINESS ASSESSMENT PROGRAM



ARAP is a Web-based initiative that provides battalion-level commanders with data on their formation's readiness posture.

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Got a ‘Flight Pla for Your Trip?

CHIEF WARRANT OFFICER 5 ROBERT REYNOLDS
U.S. Army Africa Command
Vicenza, Italy

Aviators know the importance of completing a flight plan. As an itinerary for the flight, it provides information on the crew and passengers, the intended route of travel and the final destination. It's a critical feature of conducting safe operations in the aviation environment. But did you know flight plans aren't just for aviators? They're for motorists too.

Sure, you've used the online Travel Risk Planning System program to help plan a safe trip, but there is still more you can do. For example, how about developing your own "flight plan." It should include your proposed overnight locations, information on the hotel you'll be using and, if you're renting a vehicle, the car rental agency information. And before you leave, make sure your Family or a friend has a copy of your plan so they can contact you if needed.

Many of us now have a GPS in our vehicles to help us navigate. However, if needed, could you find your way to your destination by using a map? As a backup to your GPS, have a road map covering the entire route of your trip and know how to read it. After all, what if that nice GPS suddenly stops working or highway closures require a complicated detour?

Breaking down on the road is a dreadful experience. However, it's even worse when you're far from home and in unfamiliar territory. That's why it's important to make sure

> “**KNOWING** you've got your **SAFETY BASES COVERED** will allow you to **RELAX** and **ENJOY YOUR TRIP.**”

you're prepared. Carry a cellphone and make sure you have a roadside emergency kit. At a minimum, an emergency kit should include the following:

- Working flashlight and extra batteries
- Reflective triangles
- Compass
- First aid kit with necessary medication
- Scissors with string or cord
- Roll of duct tape
- Water
- Nonperishable, high-energy foods such as canned unsalted nuts, energy bars, dried fruits and hard candy

During the winter months, the following items should also be included:

- Bag of abrasive material, such as sand or salt, in case the vehicle gets stuck
- Ice scraper and snow brush
- Exterior windshield cleaner
- Wooden matches in a waterproof container (preferably the strike-anywhere type)
- Shovel
- Blankets and warm clothing, such as mittens and hats
- Emergency flares
- Towing and tire chains
- Compass

Planning for your trip and any potential emergencies before departing gives you the satisfaction and peace of mind of knowing you've developed a good flight plan. As a backup, make sure your Family or friends know your flight plan in case it's needed. Knowing you've got your safety bases covered will allow you to relax and enjoy your trip.«

Training – It's better to calm down, slow down and collect your thoughts first.

Indiscipline - Do not give in to road rage and try to "get even" with another rider or motorist.

Proper planning – If you follow these tips, most likely you won't fall victim to road rage.

Safe driving – Don't lose your cool; continue on and enjoy the drive/ride.

STOMP-ing OUT ACCIDENTS WITH TIPS

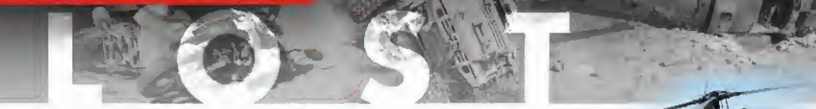
SEDANS

TRUCKS

OFF-ROAD VEHICLES

MOTORCYCLES

PEDESTRIANS



AVIATION

AH-64D

CLASS A

- During approach, the tail rotor assembly separated from the aircraft, resulting in a hard landing.

CLASS B

- The aircraft struck a Persistent Ground Surveillance System aerostat blimp upon repositioning on the airfield. The blimp separated from the tether and was unable to be recovered. The aircraft sustained damage to the No. 3 blade tip cap.

CLASS C

- The No. 2 engine exceeded its limitation of 132 percent during a health indicator test check.

CH-47F

CLASS C

- The crew experienced an uncommanded yaw during release of a slingload and executed an emergency landing. An inspection revealed damage to the ramp and undercarriage.

OH-58D(R)

CLASS A

- Two crewmembers were killed when their aircraft crashed into rising terrain during a training flight.

CLASS C

- During a readiness level progression simulated engine failure autorotation, the aircraft experienced a main rotor speed droop at 89 percent and a subsequent engine overspeed of 108 percent for two seconds.

- The aircraft experienced engine and rotor overspeed conditions of 125 percent for five seconds and 124 percent, respectively, during manual FADEC operations. The engine required replacement.

UH-60A

CLASS B

- The crew experienced excessive vibrations during the short final approach. The pilots executed an emergency shutdown, and an initial inspection revealed the No. 3 section missing on the driveshaft because of a main rotor blade contact.

- The crew experienced high dust conditions during a medevac pickup, and the aircraft sustained damage on touchdown.

FIXED-WING

C-26B

CLASS C

- The aircraft struck a mobile fire extinguisher upon taxiing for takeoff. Emergency shutdown was accomplished and the passengers were evacuated. Damage was reported to the right prop, window, door and fuselage.

LOSSES AVIATION

FISCAL 2011
Class A/Fatalities
thru September 2011

ATTACK	5/3
RECON	5/4
UTILITY	2/4
CARGO	3/0
TRAINING	0/0
FIXED-WING	0/0
UAS	6/0
TOTAL	21/11

as of Oct. 3, 2011

UAS

RQ-7B

CLASS B

- The unmanned aircraft experienced a droop in engine RPM during climbout. Controllers were able to deploy the recovery chute, but the UA was damaged during landing.

LOSSES GROUND

FISCAL 2011
Class A/Fatalities
thru September 2011

AMV	10/6
ACV	8/9
PERSONNEL INJURY includes weapons-handling accidents	41/38
FIRE/EXPLOSIVE	1/1
PROPERTY DAMAGE	6/0
TOTAL	66/54

as of Oct. 3, 2011

Editor's note: Information published in the accident briefs section is based on preliminary loss reports submitted by units and is subject to change. For more information on selected accident briefs, email safe.knowledge@conus.army.mil.

CLASS C

- The UA experienced an engine failure about one hour into the flight. Operators deployed the recovery chute, and the UA was damaged during landing.

- The UA experienced an uncommanded descent during climbout. The flight termination system was deployed and the UA crashed, resulting in damage.

- While on the return leg, the UA experienced high rotor temp, ignition and engine fail indications. The chute was deployed and the UA was recovered with damage.

GROUND

AMV

CLASS A

- Four M1078 Light Medium Tactical Vehicles were damaged in a chain-reaction accident during a convoy movement in dust conditions.

Personnel Injury

CLASS A

- A Soldier died from injuries he suffered when he drifted off course in his parachute during airborne operations and struck the side of a building.

- A Soldier presumably drowned when he was found unresponsive in a swimming pool at a private residence.

- A Soldier was killed when he fell from a theme park roller coaster while on a family outing.

- A Soldier was killed when he was struck by a vehicle while walking on the road.

- A Soldier died of unknown causes during individual land navigation training.

DRIVING

POV

CLASS A

- Two Soldiers were killed when the vehicle they were riding in, driven by another Soldier, went out of control while crossing railroad tracks, became airborne and struck a metal pole. The driver was critically injured, but survived. Speed was identified as a factor in the crash.

- A Soldier was killed when an oncoming vehicle crossed the centerline and struck his vehicle.

- A Soldier swerved to avoid an object in his path, went off the road and struck a tree. The Soldier was extracted from his vehicle and taken to a hospital, where he later died.

- A Soldier was killed when he crossed the centerline and collided with an approaching tractor-trailer.

POM

CLASS A

- Two Soldiers were riding at high speed when the lead rider struck a pickup and crashed. The second Soldier then hit the downed bike and was thrown into oncoming traffic and killed. The other Soldier was hospitalized and survived. Both Soldiers were trained, licensed and wearing personal protective equipment.

LOSSES POV/POM

FISCAL 2011
Class A/Fatalities
thru September 2011

CAR	36/38
SUV/JEEP	14/13
TRUCK	6/7
MOTORCYCLE	47/45
PEDESTRIAN	4/4
OTHER*	2/2
TOTAL	109/109

*Includes vans, ATVs, snowmobiles and bicycles

as of Oct. 3, 2011

Fiscal Year 2010: 115 Three Year Average: 118

- A Soldier was riding in the oncoming lane while passing when he saw an approaching vehicle. The Soldier hit his brakes, lost control, fell from his bike and was struck by the approaching vehicle and killed.

- A Soldier was killed while on a group ride with some friends. Speed is a suspected factor.

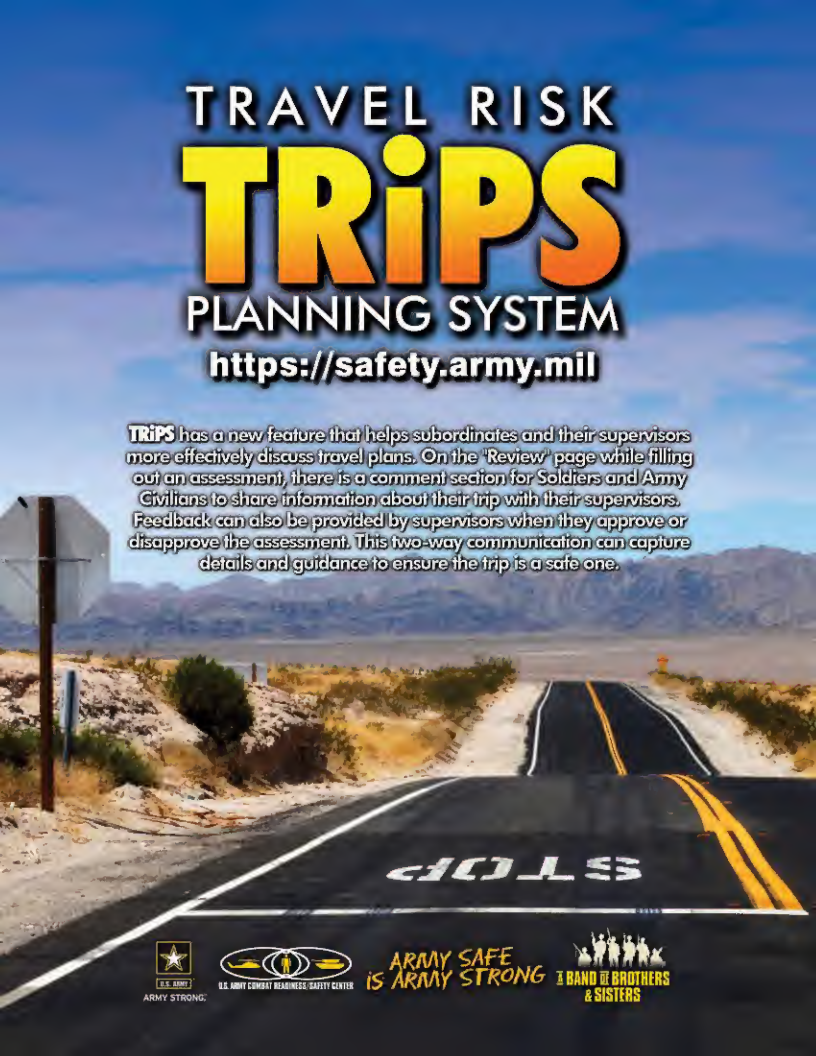
- A Soldier was killed when his speeding motorcycle struck the median and crashed into a light pole. Alcohol is believed to be a factor in the accident.

IS THE SAFETY

The Range & Weapons Safety Toolbox contains information, tools and links related to the safe handling of military and privately owned weapons.

RANGE & WEAPONS SAFETY TOOLBOX

https://safety.army.mil/rangeweaponssafety



TRAVEL RISK
TRiPS
PLANNING SYSTEM

https://safety.army.mil

TRiPS has a new feature that helps subordinates and their supervisors more effectively discuss travel plans. On the "Review" page while filling out an assessment, there is a comment section for Soldiers and Army Civilians to share information about their trip with their supervisors. Feedback can also be provided by supervisors when they approve or disapprove the assessment. This two-way communication can capture details and guidance to ensure the trip is a safe one.

U.S. ARMY
ARMY STRONG.

U.S. ARMY COMBAT READINESS/SAFETY CENTER

ARMY SAFE IS ARMY STRONG

A BAND OF BROTHERS & SISTERS